

PREFACE

This report has been prepared for the Federal Highway Administration and the Delaware Department of Transportation as supporting information for the Draft and Final Environmental Impact Statements (D.E.I.S. and F.E.I.S.) for the U.S. Route 13 Relief Route project in central Delaware.

The proposed project consists of a 58-mile limited access highway facility to provide sufficient traffic capacity to address problems existing in this corridor and traffic volumes anticipated in the next twenty years. The limits of the proposed project extend from Tybouts Corner on the north, where new Delaware Route 7 improvements are to terminate, to the Frederica and Felton areas south of Dover, including U.S. Route 113 and U.S. Route 13. The study area investigated is 58 miles in length and includes the areas approximately two to three miles to the east and west of the present U.S. Route 13.

This report is one of a series of technical reports which provide detailed supporting documentation for the summary discussions presented in the Draft and Final Environmental Impact Statements. A separate technical report will be prepared for each of the following topics:

- * Project History
- * Alternatives Report
- * Preliminary Engineering Evaluation
- * Traffic, Transportation and Energy Evaluation
- * Socioeconomic and Land Use Evaluation
- * Historical, Cultural and Archaeological Resources Evaluation
- * Farmlands Evaluation

- * Geology, Soils, Groundwater and Surface Hydrology Evaluation
- * Terrestrial/Aquatic Resources and Water Quality Evaluation
- * Wetlands Evaluation
- * Air Quality and Noise Evaluation

Copies of these reports and associated project plans and information are available for the public's review during office hours at the Delaware Department of Transportation Division of Highways Offices on U.S. Route 113, south of Dover and at the Federal Highway Administration Offices, 300 South New Street, Dover, Delaware.

ABSTRACT

The 1985 Route 13 cultural resource survey produced extensive and intensive data on a wide variety of prehistoric and historic sites within the Kent County portion of the Route 13 Corridor. Pedestrian survey and subsurface testing resulted in the recording of 425 new prehistoric sites with the State Bureau of Archaeology and Historic Preservation. In order to test the utility of a LANDSAT-generated predictive model for prehistoric resources, and to provide planning information on cultural resources, investigations were concentrated in nine study areas extending from Smyrna to Frederica, Delaware. These study areas were situated along high order streams and their low order tributaries and generally coincided with the high probability areas developed from the predictive model. The medium and low probability zones are underrepresented in the survey and thus text data is lacking. However, the predictive value of the high probability zone was substantiated by the survey results.

Artifacts recovered represented all four major periods of Delaware prehistory with diagnostic artifacts ranging from Dalton/Hardaway (ca. 8500 B.C.) points to Woodland II triangles (ca. 1500 A.D.). Several large private collections of prehistoric artifacts were recorded during the survey and are cataloged as part of this report. Several sites produced clay-tempered ceramics, Adena side- and corner-notched points, and Flint Ridge (Ohio) chalcedony, traits which are typical of the Woodland I Period Delmarva Adena Complex. Also commonly found in the survey were artifacts manufactured from the exotic lithic materials argillite, rhyolite, ironstone, and steatite. These materials have important implications for prehistoric trade and exchange in the Middle Atlantic Region.

A "windshield" survey of 282 historic sites along the southern Route 13 Corridor was completed. This survey assessed the archaeological potential of each standing structure and historical archaeological site located through archival research by the initial planning study. An additional 12 previously unknown historic sites were also surveyed. Field methods included soil augering, probing, and simple surface inspection of each site for artifacts, potential features and evidence of modern disturbance. The archaeological potential of historic sites throughout the study area was generally very good, although 26 of the 131 standing structures had been removed or destroyed since registration with the state historic preservation office.

Custer, Jay, Patricia Jehle, Thomas Klatka, and Timothy Eveleigh
Cultural Resources Reconnaissance Planning Study for the ~~9~~ 30
Proposed Route 13 Relief Corridor, New Castle and Kent Counties
1984

ABSTRACT

This report is intended to provide planning information on cultural resources within the proposed Route 13, Relief Corridor. The existing data base consists of all sites listed in the files of the Delaware Bureau of Archaeology and Historic Preservation and these sites are listed in this report with a series of descriptive variables. Additional potential predicted prehistoric site locations were noted using quantitative correlations of known archaeological site locations and environmental variables. Mapping of culturally significant environmental variables was accomplished using LANDSAT-satellite data. Additional potential predicted historic site locations were noted using non-quantitative analyses of historic settlement pattern trends. Trends among known standing structure locations and data from historic atlases. Based on all these data sources, and potential site significance, the entire project area was categorized into management units based on varied cultural resource impact sensitivity. Maps of all predicted site locations, known site locations, and management units are included as eight attachments to this report.

1. Report No.	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle Northeast Corridor Improvement Project Task 110: Historic and Archeological Resources of the Northeast Corridor: Delaware		5. Report Date March 1979	
		6. Performing Organization Code	
		8. Performing Organization Report No.	
7. Author(s) De Leuw, Cather/Parsons		10. Work Unit No. (TRAIS)	
9. Performing Organization Name and Address De Leuw, Cather/Parsons 1201 Connecticut Ave., NW Washington, DC 20036		11. Contract or Grant No.	
		13. Type of Report and Period Covered	
12. Sponsoring Agency Name and Address U.S. Department of Transportation Federal Railroad Administration Northeast Corridor Project Washington, DC 20590		14. Sponsoring Agency Code	
15. Supplementary Notes			
16. Abstract The Northeast Corridor Improvement Project (NECIP) is upgrading the existing railroad corridor between Washington, DC, and Boston, Massachusetts. In compliance with federal regulations, the Federal Railroad Administration has undertaken an inventory to identify all properties on or eligible for the National Register located within the area of the undertaking's potential environmental impact in Delaware. This report identifies sites, structures, and properties in the Northeast Corridor that are potentially eligible for the National Register in Delaware.			
17. Key Words Northeast Corridor Improvement Project, cultural resources, historic structures, archeological sites, National Register		18. Distribution Statement	
19. Security Classif. (of this report) unclassified	20. Security Classif. (of this page) unclassified	21. No. of Pages 17	22. Price

ABSTRACT

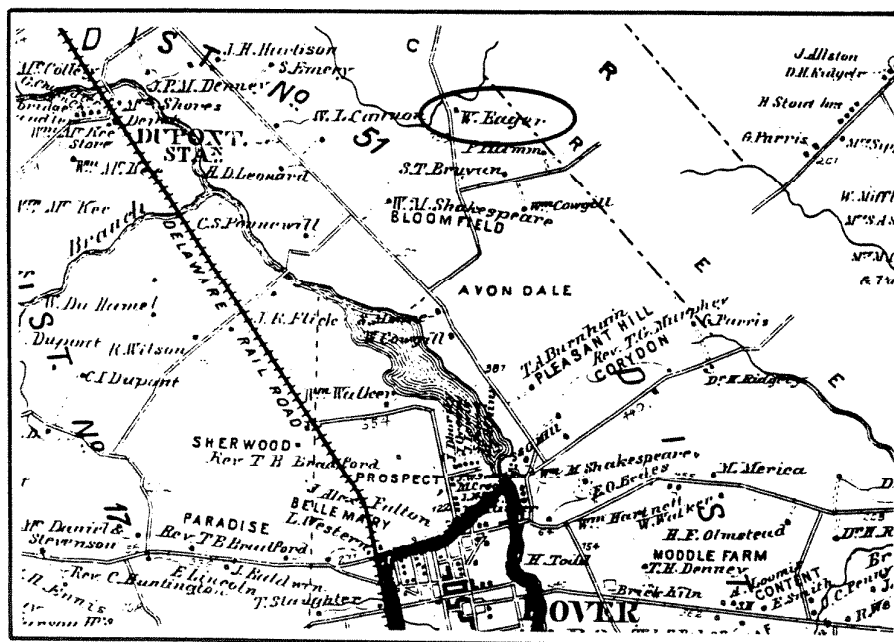
A Phase I and II archaeological survey of the project area for the proposed replacement of Bridges Nos. 17 and 18 on Beaver Valley Road, New Castle County, Delaware, identified the remains of three historic cultural resources dating from the early nineteenth to early twentieth centuries. No prehistoric cultural resources were identified. Archival research indicated that two of the structures, a store/post office (A. Chandler/Galbreth Site) and a blacksmith shop (J. Chandler/Highfield Site), were established in the first quarter of the nineteenth century by the Chandler family. The other structure identified, a tenant house (Sauber House Site) dates to this period. The Project Area was locally known as Chandler's Hollow in the nineteenth century and the businesses established by the Chandler brothers served a small milling and farming community. By the first decade of the twentieth century, however, the community had declined sharply due to changes in the regional economy and fluctuations in the flow of Beaver Creek. Documentary research focused on kinship and community interactions and how these influenced land use, employment, and tenancy patterns over time. None of the historic sites were determined to be eligible for listing in the National Register of Historic Places and no further work is recommended for any of the sites.

ABSTRACT *

The Phase II cultural resource survey of all historic sites within the Early Action Segment of the State Route 1 Relief Route, which covers 17.0 miles of proposed right-of-way between Dover and Smyrna, Delaware, was conducted between January 1988 and June 1989. A total of eleven historic archaeological sites dating from the mid-eighteenth century to the 1940s within the Proposed Right-of-Way were tested during the survey. Phase II testing was undertaken to determine the limits, significance, and eligibility to the National Register of Historic Places. Seven of the sites that may be adversely affected by the proposed project were determined to be eligible for inclusion on the National Register of Historic Places under Criterion D "that have yielded, or may be likely to yield, information important in prehistory or history." Two of these sites, the Buchanan-Savin Farm Site (N-6272, 7NC-J-175) and the Moore Taylor House Site (K-6432, 7K-C-380), are mid- to late-nineteenth century owner-occupied farms. The remaining five eligible sites are agricultural tenancies. Three of these tenancies, the Mannee-Cahoon Site (K-6446, 7K-A-117), Lewis-E Site (K-6385; 7K-C-362), and Loockerman's Range Site (K-6388B; 7K-C-365B) were occupied during the mid- to late-eighteenth century. The two remaining tenancies, the H. Wilson-Lewis Tenant Farm Site (K-6414-7K-C-375) and the C. Kimmey Tenant Farm Site (K-6440; 7K-D-119), were occupied from the mid-nineteenth until the early twentieth centuries.

Further work is recommended on these sites if avoidance is impossible. Four sites that may be adversely affected were determined not to be eligible for inclusion on the National Register of Historic Places. Two of these sites are agriculturally-related: the G. W. Cummins House Outbuildings Component (K-156.2; 7K-A-104), the remains of late nineteenth and early twentieth century farm outbuildings, and the Izat-Dyer House Site (K-493; 7K-D-3), a mid-nineteenth century tenant farm. Two other site areas, the John Denny House and nearby Denny Family Cemetery, were not located by Phase II testing.

Phase I and II Archaeological Survey of Kent Road 88 (Dover to Leipsic Road) and Kent Road 337 (Persimmon Tree Lane) Realignments, and Final Archaeological Excavations at the W. Eager Site for the Delaware Route 1 – Relief Corridor, Dover, Kent County, Delaware



by

David J. Grettler, David C. Bachman, Jay F. Custer and JoAnn Jamison

UNIVERSITY OF DELAWARE

Department of Anthropology

Center for Archaeological Research

Delaware Department of Transportation Archaeology Series No. 90



Delaware Department
of Transportation

Raymond M. Harbeson

Chief Engineer

Department of Transportation

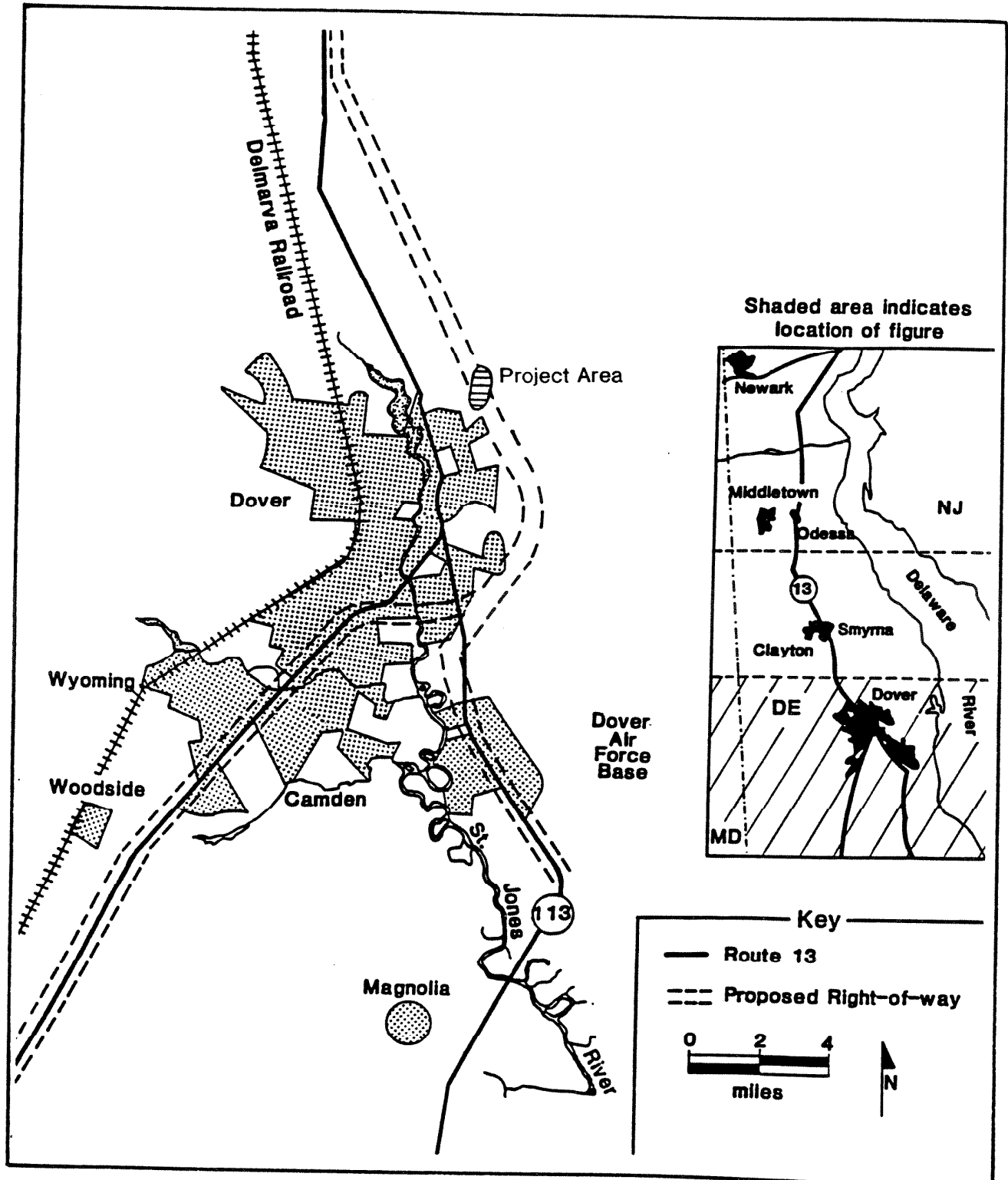


U.S. Department of Transportation
Federal Highway Administration

ABSTRACT

The Phase I and II cultural resource survey of the proposed realignments of Kent 88 (Dover-Leipsic Road) and Kent 337 (Persimmon Tree Lane) was conducted between June 1989 and April 1990. A total of three historic and prehistoric archaeological sites within the proposed right-of-way were identified by Phase I survey. Phase II testing was undertaken to determine the limits, significance, and eligibility to the National Register of Historic Places. One site, the W. Eager site (7K-C-383), a mid-to late-nineteenth century tenant- and owner-occupied farm with a small prehistoric component, was determined to be eligible for listing on the National Register of Historic Places. The W. Eager site was occupied by a succession of relatively poor tenants and landowners. The occupants of the site were sensitive to minute changes in the local economy. The effects of such local economic and social changes are reflected in the material culture of the occupants and changing land use patterns at the site. The effects of urbanization and industrialization of the nearby town of Dover are particularly clear in the archival and archaeological record of the site. Phase II testing, however, was determined to constitute data recovery and no further work is recommended. The other two sites, the Bason Field site (7K-C-385), a small Woodland I prehistoric site and the Spiro-Diamond site (7K-C-384), a recent trash dump for the nearby Dover Downs Raceway, were determined not to be eligible for listing on the National Register of Historic Places. Thus, no more work is recommended for any of these three sites.

FIGURE 1
Proposed State Route 1 Alignment Showing Project Area



DOT 2
Corridor

PRELIMINARY REPORT OF THE ARCHAEOLOGICAL SURVEY ALONG THE RIGHT-
OF-WAY OF FAI-1, STATE OF DELAWARE

Jacob W. Gruber

When the Federal Highway Construction Act of 1955 was enacted into law, provisions were incorporated, largely through the efforts of those active in the archaeology of the western states, to insure the effective salvage of prehistoric and historic sites which would be destroyed by the newly constructed roads. When, therefore, plans were drawn for the construction of a Federally supported, interstate highway across the northern part of Delaware (FAI-1), the Delaware Archaeological Board engaged me, late in the spring of 1958, to make a survey along the proposed right-of-way. The objective of the survey was to discover and to certify for salvage operations any prehistoric or historic site whose destruction would seriously hamper the acquisition of knowledge concerning the past.

As soon as arrangements were completed, the survey was begun and continued through the summer and fall of 1958. Survey activities consisted of field investigations designed to discover surface indications of prehistoric occupation, interviews with local residents and collectors to discover to what extent such evidences had been found in the past, and test excavations in those areas which were both promising and available.

Although FAI-1 extends between the Delaware Memorial Bridge and the Maryland State line, west of Iron Hill, the area selected for actual survey was restricted to that section west of the Churchman's Marsh and just east of the proposed Churchman's Road Interchange. Such a restriction was made because the marsh itself, and the intensive alteration of the surface topography through a long period of urban, suburban and industrial development gave little promise for any significant preservation of prehistoric remains east of this point.

The section to be surveyed included the right-of-way strip, 300 feet wide, and the four immediately proposed interchanges; i.e., Churchman's Road, east of the marsh formed by the junction of the ~~FAI-1~~ Clay Creek with the Christina; Route 7, between Stanton and Christiana and immediately west of Churchman Road; Pine Swamp Corner, between Ogleton and Christiana; and Iron Hill, on Route 896, south of Newark and adjoining the upper reaches of Christina Creek.

Except for its western portion, as it crosses Iron Hill, FAI-1 traverses the coastal plain whose surface materials consist mainly of unconsolidated and easily eroded marine clays, sands, and gravels which, with the tidal marshes in the eastern portion, is intersected by meandering streams whose shifting channels carry the waters to the sea. It is an area of erosion rather than deposition, erosion which has been intensified during

Herte, Edward F. & Louise B. Herte

1986 Historical Background Report of Cooper's Corner Near Dover, Kent County, Delaware in connection with U.S. 13 and U.S. 113A Intersection Improvements
DelDOT Archaeology Series No. 38.

Abstract

The Delaware Department of Transportation proposes to improve the intersection known as Cooper's Corners, at U. S. 13 and 113A (State Street) in Dover, Kent County. The proposed work will include minimal encroachment upon a property at 1068 South State Street, now a restaurant known as The Nuts (K-222).

The Nuts was formerly known as the Cooper house, the seat of a large farm "a mile south of Dover." The intersection takes its name from the family that owned the farm during the nineteenth century.

A sawmill on nearby Puncheon (or Walker's) Run, below the present State Street bridge, operated in association with the Cooper farm before 1820. Both roads leading south from Cooper's Corner cross Puncheon Run.

On June 10, 1776, factions of the Kent County militia confronted one another here. The "Black Monday" events are regarded as the beginning of open revolution in Delaware. Five days later, the Delaware counties declared their independence from both Britain and Pennsylvania.

A branch of the Cooper family lived here until the twentieth century.

Since the house has been extensively remodelled several times, and since there are no other early remains visible above ground, it was determined that the site possesses considerable significance but lacks the physical integrity that would be necessary for its nomination to the National Register.

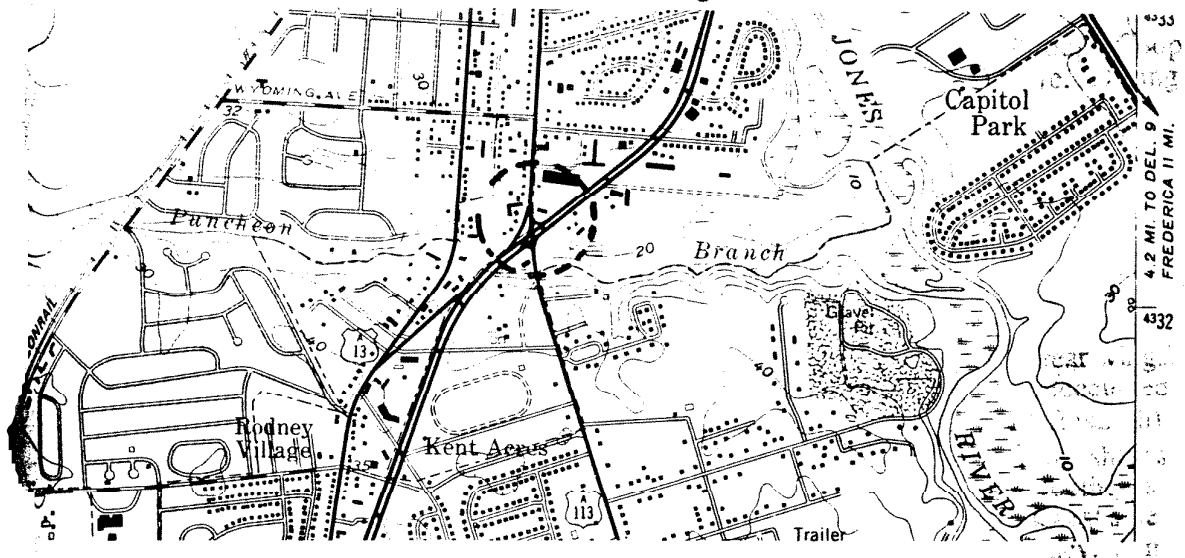


FIGURE 1: Site location, detail of USGS Dover 7.5' quadrangle, 1956, photorevised 1981. Cooper's Corner is circled.

Heite, Louise B.
1984 - Archaeological Investigations of the Mudstone Branch Site,
Dover, Kent Co.

ABSTRACT

This is a report of archaeological survey at a site near Mudstone Branch along Saulsbury Road in Kent County, Delaware. The Delaware Department of Transportation proposes to improve Saulsbury Road.

The site is a sandy knoll on the north bank of a perennial stream, bounded on the west by a freshwater marsh. On the south and west the knoll has been truncated by borrow pits and road cuts. The site was most recently occupied by a nineteenth-century farmstead destroyed by fire in 1971. One outbuilding remains.

The principal research objective was to test for measurable evidence of the impact of a road relocation upon the internal geography of a farmstead.

Twenty test pits, each 30" by 60", were excavated by trowelling. Interpretive methods included topographical mapping at a 6" contour interval and statistical analysis using a microcomputer. Aboriginal and historic occupations were detected and interpreted, but no sites eligible for the National Register were detected.

Aboriginal remains have been seriously degraded by the road cuts, borrow pit, and farmyard activities. Scattered prehistoric artifacts were found in sufficient quantity to indicate that the site may have been used intermittently during several periods before European settlement. Pottery and stone artifacts indicate that several periods are represented.

The site provided empirical evidence that confirmed intuitive suppositions about spatial and functional dispositions within a Delaware farmyard at various periods since it was first occupied during the third quarter of the nineteenth century.

Heite, Louise B. and Edward F. Heite

~~1989 Phase I Archaeological Survey of the Chesapeake and
Delaware Canal Section, Odessa Segment, of the U.S. Route 13
Corridor, New Castle County 1985~~

Fork Branch / Dupont Station Community: Archaeological
Investigations on Denney's Road, Dover, Kent County,
Delaware. DelDOT No. 37.
ABSTRACT

This is a report of an archaeological and historical survey near Denney's Road on Fork, Chance's, and Mudstone branches in Kent County, Delaware. The Delaware Department of Transportation proposes to improve and relocate Denney's Road.

The principal research objective was to test for measurable evidence of the impact of a road relocation upon historic and prehistoric remains, if any exist.

Some prehistoric remains were detected in the right-of-way, together with scattered evidence of a community that has existed here from the eighteenth century onward.

In addition to their work on the right-of-way itself, the authors were asked to investigate the impact of a cul-de-sac and other improvements associated with the elimination of the existing Denney's Road grade crossing. Since this work would be located in the historic community center, the scope of work was expanded to include a fuller study of the community's culture history.

A small prehistoric site was found on the northeast edge of the valley of Fork Branch. It was tested extensively and judged to be ineligible for the National Register.

No eligible sites were found in the right-of-way. However, further study may show that the community surrounding Denney's Road may be eligible.

Hodny, Jay W., David C. Bachman, and Jay F. Custer
1989 Phase I Archaeological Survey of the Chesapeake and Delaware
Canal Section, Odessa Segment, of the U.S. Route 13 Corridor, New
Castle County, Delaware

1173

ABSTRACT

A Phase I cultural resource survey of the Chesapeake and Delaware Canal section, Odessa Segment, of the U.S. Route 13 Relief Route, which covers approximately 6.4 miles of proposed right-of-way (ROW), was conducted in May - July of 1988. A total of 12 prehistoric and historic archaeological sites were recorded during the survey. The single historic archaeological site, an early 19th century farmstead, appears to be an expression of changing agricultural practices and economic factors at work in Delaware at that time. Preliminary assessment of the prehistoric sites suggests they are all microband base camps or procurement/processing stations and their excavation could serve to further our understanding of these site types and their role in the settlement pattern in northern Delaware. Phase II survey is recommended for eight of the prehistoric sites identified, and the one previously recorded historic site (N-5053).

KKFS

1988 - Eligibility Study of Lancaster Pike (Rte 4B) Between

Rt. 141 & 41

Lancaster Pike Eligibility Study

As part of the planning process for improvements to Lancaster Pike (Rt. 48) that would involve widening of the existing road, an historical/architectural investigation was undertaken to identify properties eligible for or listed in the National Register. This eligibility study was completed to comply with Section 106 requirements that would arise should federal funds be used to assist the Delaware Department of Transportation with the project.

The project area encompasses an approximately 3.8-mile corridor of Lancaster Pike, bounded by Rt. 141 to the east and Rt. 41 to the west. As such, it extends into Christiana and Mill Creek Hundreds, which are divided by the Red Clay Creek where it crosses Lancaster Pike. Within this area, properties fronting Lancaster Pike or within a proximity potentially impacted by widening of the road were examined. Two sites, Coffee Run Mission (N-272) and the Wilmington and Western Railroad were previously listed in the National Register. Twenty individual sites were surveyed in the field. Of these, ten (counting N-502 and N-503 of "Glenden" separately) were determined to be individually eligible for the National Register. Comment on one property, the bridge over Red Clay Creek (N-12081), was deferred to the DelDOT Historic Bridge Survey which is in progress. Also accounted for during the field survey were four demolished properties and three known archaeological sites.

The criteria used in assessing the properties were those set forth in the National Historic Preservation Act. The study to identify those properties that meet the National Register criteria was undertaken by a team of architectural historians having extensive survey and research experience in Delaware. In addition to on-site visual analysis and photographic documentation, primary and secondary research was completed to gain a better understanding of the individual sites and the historic context of the Lancaster Pike area. This research included deeds, atlases, oral and written histories, wills, and tax records. Of particular value to this project were historic photographs, including aerial views, that were provided by the respective property owners.

The properties surveyed range from eighteenth to twentieth-century periods of architectural design and settlement patterns. The resources are primarily residential, or residence-related, the exceptions having origins as a tavern (N-507) and a schoolhouse (N-12083) in addition to the above-mentioned bridge. The overall levels of architectural integrity and architectural and historical significance are relatively high in this project area. Architecturally, the buildings reflect early vernacular rubblestone and log construction and later frame and masonry high-style design. Examples of the extant late-eighteenth/early-nineteenth-century vernacular architecture include N-502, N-505, N-506, N-507, N-12086, N-12082, N-4075A, and N-12084. The high-style examples represent a wide range of nineteenth- and twentieth-century American domestic architecture: Greek Revival (N-502), Gothic Revival (N-4075), Italianate (N-495, N-506), Tuscan Villa (N-12080), and Colonial Revival (N-505). Also present is the academic Georgian Revival-style Masonic building erected on the Highfield Hall Estate (N-495). The buildings determined to be eligible are generally of high integrity, possessing significant character defining features. The integrity issue played an important part in concluding the ineligibility of other early buildings such as the Loveville Post Office (N-12085) and the William Jordan House (N-12084) which have undergone significant alterations including the removal of stucco and porches, substantial additions, and reworking of openings.

From the study, three major themes or historic contexts were identified. The first theme, early settlement, reflects the eighteenth-century development along Lancaster Pike before major road improvements were undertaken. From this era, several modest-sized rubblestone and log vernacular houses survive, two of which, the Oak Hill Inn (N-507) and the Barker House (N-12082) are sited close to the road. The improvements to Lancaster Pike during the first quarter of the nineteenth century, which culminated in its opening as a free road in 1838, ushered in a second

period of settlement. The easily passable road within close proximity to Wilmington attracted individuals, typically with mercantile interests in the city, to erect fashionable suburban homes in the country. Examples of this suburban movement are the Italianate-style Highfield Hall (N-495) and the Tuscan Villa-style Chandler House (N-12080). Also corresponding with this mid-century rise of fashionable architecture were the Italianate alterations and additions to the Stilley House (N-506) and the Greek Revival side wing to the Tatnell Tenant House (N-502) of the "Glenden Complex." Finally, the early twentieth century witnessed a third distinct chapter in the settlement patterns of Lancaster Pike, namely, the country house movement that was popularized throughout the eastern seaboard. This movement, as associated with the Colonial Revival, was represented by the construction of new houses detailed after colonial antecedents and the expansion of authentic colonial homes with compatible additions. The "colonial" country house movement was not just an expression of architectural preference, but also a social statement for estate life and gentleman farming. The Breidablik Estate (N-12086), restored circa 1920-30 and developed into a state-of-the-art dairy farm, and Limerick (N-505), expanded with a stone addition and enhanced with formal gardens among outbuilding ruins in the 1930s, are excellent examples of this phenomenon.

The above analyses made from the architectural survey and historic research as well as recommendations of eligible sites were presented to representatives of the Delaware Department of Transportation (DelDOT), the Delaware Bureau of Archaeology and Historic Preservation (BAHP), and the New Castle County Planning Commission in a slide format presentation. The BAHP concurred with eligibility assessments presented and described more fully in the accompanying CRS forms, with the exception of the turn-of-the-century Whitman/Clark agricultural complex (N-10081), for which additional examination was recommended. In light of the owner's imminent plans to demolish the buildings of this complex for development, further consideration of this site was not given at this time.

88.08.16.05

Cuplication

43115

**ELIGIBILITY STUDY OF LANCASTER PIKE (RT. 48)
BETWEEN ROUTE 141 AND ROUTE 41**

Submitted to:
Delaware Department of Transportation

Prepared by:
KKFS Historic Preservation Group
Killinger Kise Franks Straw
219 North Broad Street, 9th Floor
Philadelphia, Pennsylvania

29 SEPTEMBER 1988

Lancaster Pike Eligibility Study

As part of the planning process for improvements to Lancaster Pike (Rt. 48) that would involve widening of the existing road, an historical/architectural investigation was undertaken to identify properties eligible for or listed in the National Register. This eligibility study was completed to comply with Section 106 requirements that would arise should federal funds be used to assist the Delaware Department of Transportation with the project.

The project area encompasses an approximately 3.8-mile corridor of Lancaster Pike, bounded by Rt. 141 to the east and Rt. 41 to the west. As such, it extends into Christiana and Mill Creek Hundreds, which are divided by the Red Clay Creek where it crosses Lancaster Pike. Within this area, properties fronting Lancaster Pike or within a proximity potentially impacted by widening of the road were examined. Two sites, Coffee Run Mission (N-272) and the Wilmington and Western Railroad were previously listed in the National Register. Twenty individual sites were surveyed in the field. Of these, ten (counting N-502 and N-503 of "Glenden" separately) were determined to be individually eligible for the National Register. Comment on one property, the bridge over Red Clay Creek (N-12081), was deferred to the DeIDOT Historic Bridge Survey which is in progress. Also accounted for during the field survey were four demolished properties and three known archaeological sites.

The criteria used in assessing the properties were those set forth in the National Historic Preservation Act. The study to identify those properties that meet the National Register criteria was undertaken by a team of architectural historians having extensive survey and research experience in Delaware. In addition to on-site visual analysis and photographic documentation, primary and secondary research was completed to gain a better understanding of the individual sites and the historic context of the Lancaster Pike area. This research included deeds, atlases, oral and written histories, wills, and tax records. Of particular value to this project were historic photographs, including aerial views, that were provided by the respective property owners.

The properties surveyed range from eighteenth to twentieth-century periods of architectural design and settlement patterns. The resources are primarily residential, or residence-related, the exceptions having origins as a tavern (N-507) and a schoolhouse (N-12083) in addition to the above-mentioned bridge. The overall levels of architectural integrity and architectural and historical significance are relatively high in this project area. Architecturally, the buildings reflect early vernacular rubblestone and log construction and later frame and masonry high-style design. Examples of the extant late-eighteenth/early-nineteenth-century vernacular architecture include N-502, N-505, N-506, N-507, N-12086, N-12082, N-4075A, and N-12084. The high-style examples represent a wide range of nineteenth- and twentieth-century American domestic architecture: Greek Revival (N-502), Gothic Revival (N-4075), Italianate (N-495, N-506), Tuscan Villa (N-12080), and Colonial Revival (N-505). Also present is the academic Georgian Revival-style Masonic building erected on the Highfield Hall Estate (N-495). The buildings determined to be eligible are generally of high integrity, possessing significant character defining features. The integrity issue played an important part in concluding the ineligibility of other early buildings such as the Loveville Post Office (N-12085) and the William Jordan House (N-12084) which have undergone significant alterations including the removal of stucco and porches, substantial additions, and reworking of openings.

From the study, three major themes or historic contexts were identified. The first theme, early settlement, reflects the eighteenth-century development along Lancaster Pike before major road improvements were undertaken. From this era, several modest-sized rubblestone and log vernacular houses survive, two of which, the Oak Hill Inn (N-507) and the Barker House (N-12082) are sited close to the road. The improvements to Lancaster Pike during the first quarter of the nineteenth century, which culminated in its opening as a free road in 1838, ushered in a second

period of settlement. The easily passable road within close proximity to Wilmington attracted individuals, typically with mercantile interests in the city, to erect fashionable suburban homes in the country. Examples of this suburban movement are the Italianate-style Highfield Hall (N-495) and the Tuscan Villa-style Chandler House (N-12080). Also corresponding with this mid-century rise of fashionable architecture were the Italianate alterations and additions to the Stilley House (N-506) and the Greek Revival side wing to the Tatnell Tenant House (N-502) of the "Glenden Complex." Finally, the early twentieth century witnessed a third distinct chapter in the settlement patterns of Lancaster Pike, namely, the country house movement that was popularized throughout the eastern seaboard. This movement, as associated with the Colonial Revival, was represented by the construction of new houses detailed after colonial antecedents and the expansion of authentic colonial homes with compatible additions. The "colonial" country house movement was not just an expression of architectural preference, but also a social statement for estate life and gentleman farming. The Breidablik Estate (N-12086), restored circa 1920-30 and developed into a state-of-the-art dairy farm, and Limerick (N-505), expanded with a stone addition and enhanced with formal gardens among outbuilding ruins in the 1930s, are excellent examples of this phenomenon.

The above analyses made from the architectural survey and historic research as well as recommendations of eligible sites were presented to representatives of the Delaware Department of Transportation (DelDOT), the Delaware Bureau of Archaeology and Historic Preservation (BAHP), and the New Castle County Planning Commission in a slide format presentation. The BAHP concurred with eligibility assessments presented and described more fully in the accompanying CRS forms, with the exception of the turn-of-the-century Whitman/Clark agricultural complex (N-10081), for which additional examination was recommended. In light of the owner's imminent plans to demolish the buildings of this complex for development, further consideration of this site was not given at this time.

PREFACE

This report has been prepared for the Federal Highway Administration and the Delaware Department of Transportation as supporting information for the Draft and Final Environmental Impact Statements (D.E.I.S. and F.E.I.S.) for the U.S. Route 13 Relief Route project in central Delaware.

The proposed project consists of a 58-mile limited access highway facility to provide sufficient traffic capacity to address problems existing in this corridor and traffic volumes anticipated in the next twenty years. The limits of the proposed project extend from Tybouts Corner on the north, where new Delaware Route 7 improvements are to terminate, to the Frederica and Felton areas south of Dover, including U.S. Route 113 and U.S. Route 13. The study area investigated is 58 miles in length and includes the areas approximately two to three miles to the east and west of the present U.S. Route 13.

This report is one of a series of technical reports which provide detailed supporting documentation for the summary discussions presented in the Draft and Final Environmental Impact Statements. A separate technical report will be prepared for each of the following topics:

- Project History
- Alternatives Report
- Preliminary Engineering Evaluation
- Traffic, Transportation and Energy Evaluation
- Socioeconomic and Land Use Evaluation
- Historical, Cultural and Archeological Resources Evaluation
- Farmlands Evaluation
- Geology, Soils, Groundwater and Surface Hydrology Evaluation
- Terrestrial/Aquatic Resources and Water Quality Evaluation
- Wetlands Evaluation
- Air Quality and Noise Evaluation

Copies of these reports and associated project plans and information are available for the public's review during office hours at the Delaware Department of Transportation Division of Highways Offices on U.S. Route 113, south of Dover and at the Federal Highway Administration Offices, 300 South New Street, Dover, Delaware.

ABSTRACT

This report presents the results of cultural resource survey of the Proposed 6.3 mile Route 896 Corridor. Based on review of the environmental setting and known site locations, expectations for prehistoric site encounter were derived and used to structure Phase I testing design. Background research revealed potential nineteenth century historic site locations within the proposed right-of-way. Phase I archaeological reconnaissance and testing of the Project ROW encountered eleven prehistoric sites, with occupation dates ranging from Archaic to Woodland II. Expectations for prehistoric site location were generally met, with most sites associated with stream courses. Six historic occupations in or adjacent to the Project ROW were encountered archaeologically. Most, but not all, relate to agricultural endeavors. Phase II Investigations were conducted on seven sites, with one prehistoric and two historic sites determined eligible for the National Register.

The Brennan Site #1, Area "A", is a Woodland I occupation which functioned as a secondary reduction station for Delaware Chalcedony Complex jasper. Its eligibility hinges on the documented presence of buried artifacts and the opportunity it affords for study of the prehistoric exploitation of this lithic source. The Jacob B. Cazier Tenancy Site #2 served as the late nineteenth and early twentieth century residence of a black retainer of gentleman farmer Jacob B. Cazier. The site can provide archaeological data for comparison with other investigated tenant sites in Northern Delaware, but more importantly, presents the opportunity to study the lifeways of black individuals from this period through the archaeological record. "Stone Mason and Plasterer" Thomas Williams owned the house site named after him during the latter nineteenth century; the site is thus unusual for its occupation by a tradesman in a region otherwise dominated by agricultural pursuits at this time. Informant evidence of occupation in the early twentieth century by a black couple would make the site an additional source of archaeological data on this ethnic group, providing opportunities for study of related issues.

THE BRANDYWINE VALLEY SCENIC RIVER AND HIGHWAY STUDY

prepared by

The New Castle County Department of Planning
New Castle County, Delaware

in conjunction with

Environmental Management Center
Brandywine Conservancy, Inc.
Chadds Ford, Pennsylvania

in association with

Turtle Creek Design
Elizabeth B. Clarke

Support provided by
Wilmington Metropolitan Area Planning Council
Forward Lands, Inc.

September 1987

Introduction and Executive Summary

Purpose

In undertaking the Brandywine Valley Scenic River and Highway Study, it was the intent of the New Castle County Department of Planning to complement and advance the County's land use and transportation planning processes. This has been done by examining a sub-area of the County and identifying those resources -- historic, scenic, natural -- that will need protection in the course of implementing such plans. From among the full array of study area resources, priorities for immediate protection are established, with particular emphasis placed on the interrelationships among resources. As a blueprint for achieving its objectives, the study also focuses on the most appropriate and attainable measures -- both public and private -- for carrying out its recommendations. Included is an evaluation of significant "management issues" in relation to the utilization of the study area and its resources, e.g., for tourism and recreation.

This study is aimed at realizing two primary outcomes: 1) to devise a set of specific resource protection strategies and the techniques for carrying them out; and 2) to increase general public awareness of and respect for the resources of the Brandywine Valley.

Location

The Brandywine Valley Scenic River and Highway Study focuses upon a roughly triangular section of New Castle County between Kennett Pike (Route 52) to the west and Concord Pike (Route 202) to the east. Northern and southern boundaries of the study area are the Delaware state line to the north and the boundary of the City of Wilmington to the south. (The study area is shown on Figure i.)

The Brandywine Creek, flowing north to south, roughly bisects the study area and functions as a strong visual, cultural, and environmental focus.

The villages of Montchanin, Rockland, and Centreville lie within the study area. Brandywine Creek State Park occupies the virtual center of the study area, which also is home to the Hagley Museum, Winterthur, the Alfred I. duPont Institute, the Dupont Experimental Station, and Alapocas Woods. Two of the City of Wilmington's parks, Rockford and Brandywine, are immediately adjacent. Some of the County's most scenically significant roadways fall within this area, including among others Route 100, Route 92, Pyles Ford Road, and Centre Meeting/Smiths Bridge Road.